



Transportation District
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WIS 57 Expansion Project Newsletter

Meeting Door County's needs

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Project Timeline:

1990 – WIS 57 (STH 54 – County A) major project candidate submitted to Transportation Projects Commission (TPC)

1991 – project enumerated for study and construction

1992 – WIS 57 (County A – WIS 42) major project study enumerated in State Budget

1996 – project submitted to TPC for construction consideration

1996 – recommended corridor selected and announced

1997 – project enumerated for construction

1998 – newsletter marks the start of design

1998 – 2002 - design

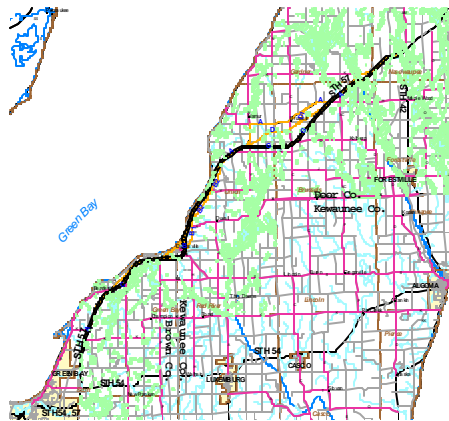
1999 – Design Public Information Meeting

2000 – refinements within the selected corridor were presented to Local Officials

2001 – upcoming Design Public Information Meeting

2002-2005 – right-of-way acquisition

2004-2008 - construction



Purpose:

The purpose of the project is to provide additional capacity to serve existing and future traffic volumes, to improve operational efficiency of STH 57, and most importantly, to provide a safer facility for both local and through traffic.

To build or not to build – that was the question

A Build Alternate, rather than a No-Build, was the recommended course of action for this project because:

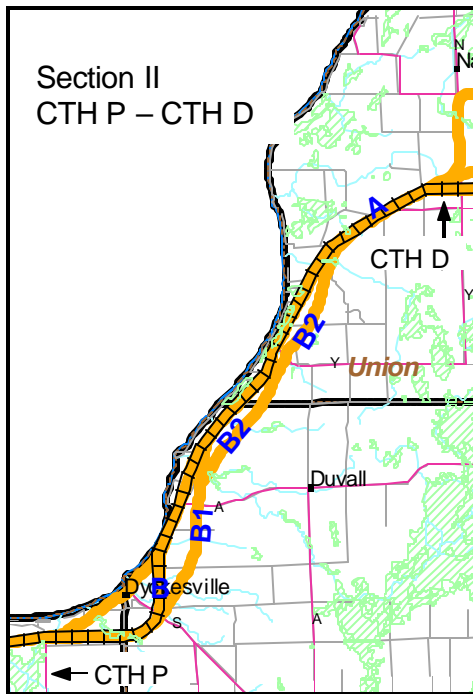
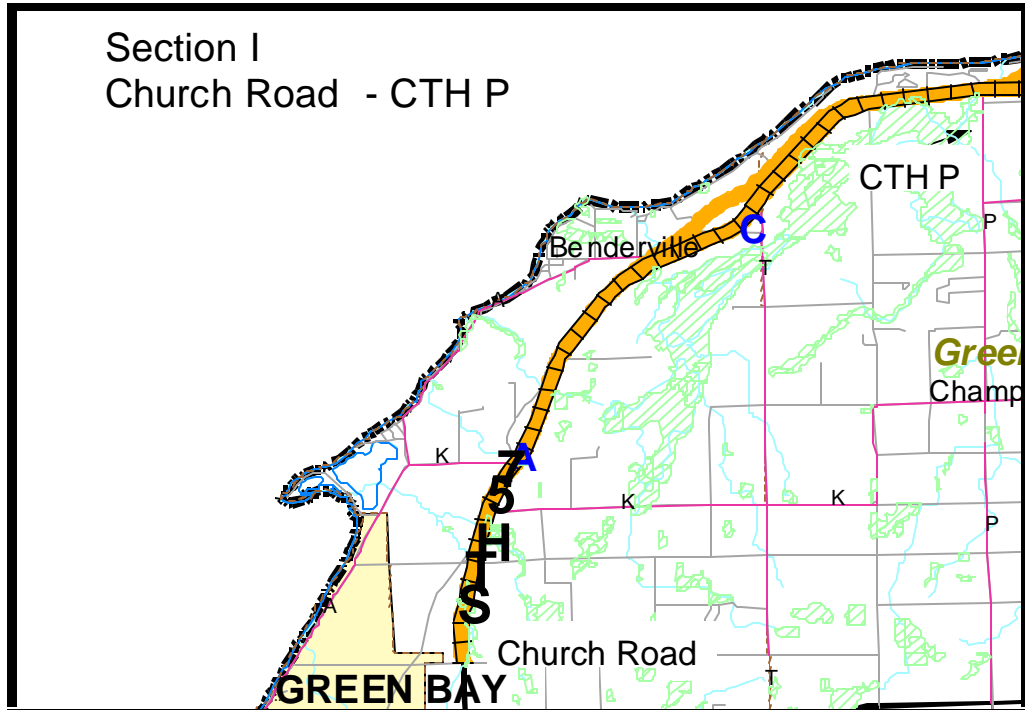
- The proposed improvements would safely accommodate existing and forecast traffic in the study area
- It best satisfies the project purpose and need
- It best fits in with the provisions of Corridors 2020

The No-Build Alternate would:

- Fail to meet the safety and mobility needs of the area, and
- Would not address statewide, regional, or local transportation objectives.

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The Recommended Corridor



Project design defined

The project design refines and determines the location of the four-lane facility within the 600-foot selected corridor. Our project development staff is designing the safest, most environmentally friendly, and cost efficient route available.

Alternate A-B-A

The recommended corridor from County P to County D, near Namur, is Alternate A-B-A.

Alternate A-B-A begins at County P and bypasses Dyckesville. This alternate returns to the existing roadway corridor between Macco Road and Borley Lane. The alternate then follows the existing highway corridor to approximately County D, near Namur.

A bypass of Dyckesville was selected because

- 1) It responds to the strong support from the residential, business community, and local government leaders.
- 2) It best serves the traveling public by providing a roadway with many less access points while also providing good access to the Dyckesville area.
- 3) In comparison with other relocation alternates considered in this section, the selected alternate reduces environmental impacts, severs less farms, and maintains improved service to the existing and future area development.

The present roadway corridor will be followed north of Dyckesville to County D because it has fewer environmental impacts.

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Design continued

Earlier this year, based on environmental issues and safety concerns, the alignment was shifted further east while remaining within the selected corridor. This decision significantly increased safety on the new roadway by eliminating a number of driveways from directly entering the facility.

The construction would now avoid several archeological sites. Additionally, the refinement allows the new roadway to better adapt to the existing lay of the land, rather than forcing it to follow the existing roadway regardless of elevation and impact.

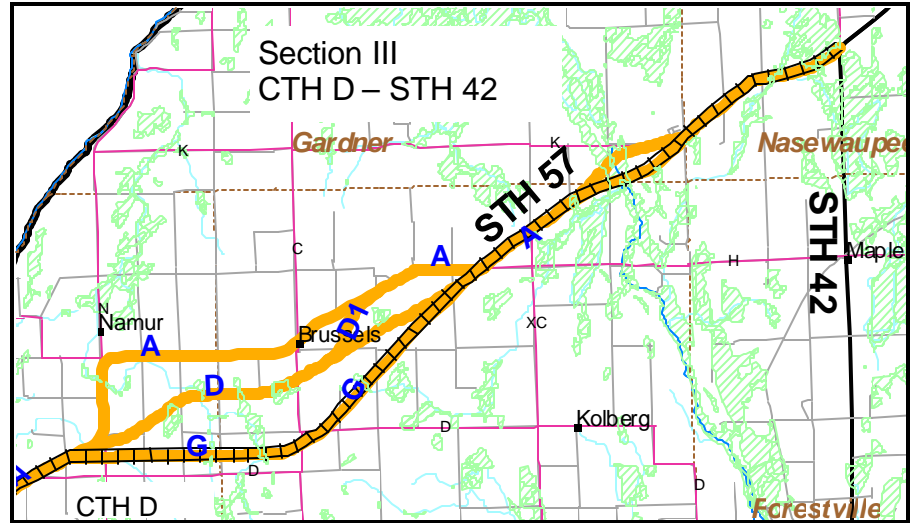
This allows us to minimize impacts to adjacent environmental features located along the route. About 10 acres of additional land will be required for placement of the roadways.

Presently, the “new” four-lane road is being designed to the east of and adjacent to the existing roadway from Dyckesville to Renard Creek and from County Highway H to near Tornado Road. The existing roadway will remain in place, serving as a frontage road connecting private driveways to WIS 57 via select side roads.

“We could study corridors for another two years and in my opinion, come up with exactly the same recommendations. Unfortunately, the project would be delayed while taxpayer costs increased.”

Joe Hollister, planning chief, Green Bay Transportation District.

Corridor selection continued



The recommended corridor from County D to WIS 42 is Alternate A-G-A.

Alternate A-G-A

Alternate A-G-A begins at a point in the existing highway corridor at approximately County D, near Namur. The alternate bypasses Namur, Brussels and Brussels Hill. It returns to the existing roadway corridor near County H. The alternate then follows the existing highway corridor to Tornado Park (Williamsonville). The alternate is on relocation around the park to avoid impacting the historic archaeological site of Williamsonville. The alternate will rejoin the existing roadway corridor near Southern Door School and will follow the corridor to WIS 42.

The relocated corridor of G was selected because:

- 1) It avoids the Namur National Historic District, which is protected by federal laws.
- 2) It reduces the number of access points yet provides for good access to the Brussels area.
- 3) It removes the majority of the traffic from the existing roadway, thereby providing an overall safer community roadway system.

Following the public hearing, a request was made for the Wisconsin Department of Transportation (WisDOT) to consider a variation in the "G" corridor to move away from an area of more active farming. Following an environmental investigation and a meeting with all directly impacted parties, the requested change in the "G" corridor was selected. In comparison with other relocation alternates, the relocated “G” corridor best follows property and fence lines, minimizing the overall effects to the large farming community.

If you have questions or concerns about this project, contact any of these representatives.

For more information, contact:

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In summary

In summary, the WisDOT selected a corridor based on public, local official, environmental agency, and Native American input, following an approved process, about four years ago.

The reasons we selected the corridor are still valid. It best serves the traveling public by providing more capacity and less access points, it reduces environmental impacts (by following existing severances/the existing roadway and utilizing existing highway right-of-way), it severs less farms, it maintains improved service to existing and future development, it avoids the Namur National Historic District and the historic community of Williamsonville, and it removes the majority of the traffic from the existing roadway - separating the through-traffic from the local traffic and providing an overall safer community roadway system.

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